

Meeting: Honolulu International Airport – HDOT-Airport Operations Division

Date: August 17, 2009

Purpose: Runway clearance – 22R/4L and 22L/4R

Attendees:

HDOT-Airport: James Pratt, Airside Operations Manager; Brain Ishii,
Consultant – Bowers and Kabota

HHCTCP: Harvey Berliner, Ryan Tam
Gary Takahashi (RMT) and Jim Dunn (PB)

Minutes:

Background: HHCTCP asked for the meeting with HDOT-Airport Operations to clarify the runway 22R/4L and 22L/4R clearance requirements relative to the proposed transit guideway and station along Aolele Street. FTA commented in their review of HHCTCP administrative draft FEIS that the project should address FAA required clearances. In review of the FAA AC 150/5300-13 regulations there seemed to be discrepancies between clearance map provided by HDOT-Airport and the FAA regulation. The purpose of the meeting was to resolve these design discrepancies.

Key Interpretations/Direction:

- The Airport Zoning Map, dated August 28, 1998 is current and indicates the governing clearances required for runway 22R/4L and 22L/4R, and is in compliance with FAA AC 150/5300 – 13.
- Both runways prohibit departures in the mauka direction for large commercial aircraft (Categories A thru D). Therefore the departure slope requirements found in FAA AC 150/5300 – 13 for this type of aircraft does not apply. This parameter is critical as it eliminates the most restrictive slope angles (1:40).
- The amended Runway Protection Zone (RPZ) requirement of FAA AC 150/5300 – 13, which extends the clearance zone to 1700-feet, applies to runway 22L/4R due to the type aircraft using this runway. The RPZ for runway 22R/4L remains at 1000-feet. The proposed rail transit guideway and station fall within this amended RPZ. The transit project must obtain a waiver from the FAA to construct in the RPZ.

- The FAA Part 77 requires 23-feet clearance crossing railroads. Part 77 does not distinguish between freight railroads and transit. The project should seek a FAA waiver to reduce this clearance to a more appropriate transit vehicle.
- Upon review of HHCPCT drawings, it was the opinion of Airside Operations that the transit guideway and station would not impact flight operations, and HHCTCP should apply for the necessary waivers as early as possible so not delay its schedule.
- HHCTCP needs to submit a Form 7460-1 to the FAA for the required waivers. Airport Operations stated that they would support the waiver request

Next Steps:

- HHCTCP will complete FAA Form 7460-1, Notice of Proposed Construction or Alteration and submit to FAA to begin action to obtain FAA approval and the necessary waivers for the proposed rail transit alignment.
- HHCTCP will advise HDOT-Airport of our progress with FAA and will invite HDOT-Airport to any meetings involving FAA.
- The airport will provide a letter to HHCTCP that we have met and are satisfying all of the airport requirements.

Jim Dunn

August 18, 2009